

CONFIDENTIAL
MANAGEMENT-IN-CONFIDENCE

be supplied when needed from support vessels. The scuttling procedure would involve firstly attaching the hull to the salvage vessels using the 150 ton lifting lugs. Then the special ballast tank covers would be removed by divers. The hull would then be partially filled through the salvage connections with a measured quantity of water, sufficient to give a small negative buoyancy with all MBTs flooded. The MBTs would then be vented in a controlled manner and the salvage connections capped or closed to give a sealed pressure hull. The hull would be slowly lowered to the sea bed. The large bore salvage connections would be opened to flood the hull, with no venting. When flooding was complete, the salvage connections would be shut or capped to keep out silt, and the lifting wires would be disconnected. Sea bed operations at this depth would be by atmospheric pressure diver (JIM) or by ROV (SCORPIO).

Bulkheads will be breached so that there is just one compartment forward of the RC and one compartment aft of the RC. The level of this breaching will be decided when the hydrostatic calculations have established whether there is a longitudinal stability problem.

7. SALVAGE ARRANGEMENTS

The arrangement of 150 Ton (or possibly larger) lifting lugs, messenger wires and chocks specified for the sea disposal project would be required. However, consideration would have to be given to long-term corrosion resistance of the lug support structure. Undoubtedly a satisfactory combination of materials, coatings and preservative treatments could be found.

The salvage connections would be used for scuttling as well as salvage. It will be necessary to have specially designed fittings and pipework for this purpose. There would be four complete sets, one at each end of each 'compartment', to allow for possible trim angles on the sea bed. These connections would be different to the standard salvage assembly in that the material would have high corrosive resistance (possibly inconel) and be insulated from the hull to reduce galvanic effects on the fasteners. Each assembly would consist of an air inlet valve based upon the new Portsmouth Aviation design, which can be connected by JIM or ROV, and two de-watering connections with internal standpipes. One would be large bore, and would be led to some point above keel level which would leave a small amount of water